

JOBS-HOUSING SELECTED BIBLIOGRAPHY

January 2004

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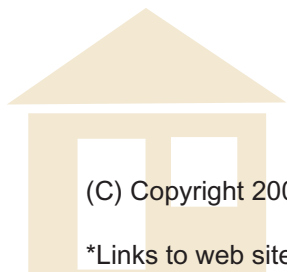
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Selected California Libraries Contact List

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<http://www.library.ca.gov/>*

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AFFORDABLE HOUSING AND TRANSPORTATION: Creating new linkages benefiting low-income families / Canby, Anne -- Washington, DC: Fannie Mae Foundation, 2003.

Report also available full text via the World Wide Web:

http://www.fanniemaefoundation.org/programs/hff/pdf/HFF_v5i2.pdf

Housing Facts & Findings - Vol. 5, no. 2 (2003)

"After housing, transportation is now the second biggest expense for America's families. New research indicates that the need to own one or more cars is placing homeownership out of reach for many low-income families, effectively restricting access to the single most effective tool for increasing family wealth." - (p. 1).

AFTER THE BUBBLE: Sustaining economic prosperity / Bay Area Council -- San Francisco, CA: Bay Area Council, 2002.

(Bay Area Economic Profile: January 2002: Third in a Series)

Co-published by: Bay Area Economic Forum and Association of Bay Area Governments

Full report available full text via the World Wide Web:

http://www.bayareacouncil.org/pubs/ecp/BAEF_Report_Final.pdf

There are critical issues that could prevent the Bay Area from achieving its potential. The lack of affordable housing in particular and the high cost of living in general threaten to undermine the Bay Area's economic success by diminishing the standard of living of many of its residents. Moreover, an insufficient transportation infrastructure has led to a deteriorating quality of life for commuters, and the public school system continues to under perform. While the Economic Profile series has raised these issues in the past, the economic impact of these problems has been exacerbated by the recent economic bubble and is now being felt in a substantial way. - (p. 2).

Report includes:

Appendix A: Economic Performance and Quality of Life Data:

<http://www.bayareacouncil.org/pubs/ecp/Appendix%20A%20-%20Economic%20Performance%20and%20Quality%20of%20Life%20Data.pdf>

Appendix B: Performance by Industry Cluster:

<http://www.bayareacouncil.org/pubs/ecp/Appendix%20B%20-%20Performance%20by%20Industry%20Cluster.pdf>

AN ANALYSIS OF RELATIONSHIPS BETWEEN URBAN FORM (DENSITY, MIX, AND JOBS - HOUSING BALANCE) AND TRAVEL BEHAVIOR (MODE CHOICE, TRIP GENERATION, TRIP LENGTH, AND TRAVEL TIME) / Frank, Lawrence D -- [Olympia, WA]: Washington State Dept. of Transportation; Distribution through the National Technical Information Service (NTIS) 1994.

Final Technical Report - Urban form aspects of travel behavior.

May purchase NTIS Technical Report via the World Wide Web:

<http://www.ntis.gov/search/index.asp?loc=3-0-0>

Abstract: This project is part of a research agenda to discover ways to plan and implement urban forms that reduce dependence on the single occupancy vehicle (SOV). The purpose of this project was to empirically test the relationship between land use density, mix, jobs-housing balance, and travel behavior at the census tract level for two trip purposes: work and shopping. This project provides input into policies at the national, state, and local level targeted at the reduction of SOV travel and for urban form policies.

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BARRIERS TO WORK: The spatial divide between jobs and welfare recipients in the metropolitan area / Pugh, Margaret -- Washington, DC: Brookings Institution, 1998. "A discussion paper prepared for the Brookings Institution Center on Urban and Metropolitan Policy"

Also available full text via the World Wide Web:

<http://www.brook.edu/dybdocroot/urban/mismatch.pdf>

Summary: The time limits and work requirements of the 1996 welfare reform law present a great challenge to large U.S. metropolitan areas, where hundreds of thousands of low-income people must find entry-level jobs. The welfare-to-work effort underway in American cities uncovers a phenomenon that many scholars already knew: there is a 'spatial mismatch' between where workers live and where jobs are located, and low-income workers often have no easy way to travel between home & work - (p. 1).

BAY AREA HOUSING PROFILE: A report card on the supply and demand crisis / McPeak, Sunne Wright, [et al.] / Bay Area Council -- San Francisco, CA: Bay Area Council, 2003.

Full report available full text via the World Wide Web:

<http://www.bayareacouncil.org/pubs/pbr/HousingProfile2003.pdf>

Foreword - Today, the lack of an adequate housing supply near job centers is a serious threat to long-term economic prosperity...The housing affordability challenge is principally a function of supply and demand: a strong demand for a constrained supply has driven prices and rents higher and higher. The purpose of the Bay Area Housing Profile is to encourage local governments to plan for and accommodate a sufficient housing supply to match projected population increases and job generation. A "report card" with grades from "A - F" on the housing production performance of each jurisdiction is included. The report cards attempt to systematically and objectively analyze the housing produced in each jurisdiction against the housing needed for job generation and natural population increases. The housing performance of each jurisdiction in this decade is measured against their assigned and logical "Fair-Share" responsibilities. - (p. 1).

Report includes:

Job Generation (1990–2000) - Grades for the 110 jurisdictions:

<http://www.bayareacouncil.org/pubs/pbr/Measure2.pdf>

Regional Housing Need Determination (1999–2002) - Grades for the 110 jurisdictions

<http://www.bayareacouncil.org/pubs/pbr/Measure3.pdf>

BEST PERFORMING CITIES: Where America's jobs are created / DeVol, Ross C.; Fogelbach, Frank -- Santa Monica, CA: Milken Institute, 2003. "June 2003".

Report includes executive summary.

Also available full text via the World Wide Web:

http://www.milkeninstitute.org/pdf/best_cities_june2003.pdf

"Our index is an outcomes-based measure as opposed to one that incorporates explicit measures of business costs, cost-of-living components such as housing, and other measures of quality-of-life, such as crime rates. We believe that all of these static measures are important, but can be highly subjective in nature. If a metro has a high quality of life, it should be reflected in its firms' ability to create jobs and attract human capital." - (p. 3).

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BEYOND GRIDLOCK: Meeting California's transportation needs in the twenty first century / Corless, James; Sprowls, Sharon -- San Francisco, CA: Surface Transportation Policy Project (STPP) 2000.

Also available full text via the World Wide Web:

<http://www.transact.org/ca/gridlock/ca%20report.pdf>

Introduction: Infrastructure investments in general, and transportation funding in particular, are increasingly seen as some of the most pressing policy issues affecting all levels of government in California today. The state has long been home to some of the fastest growing regions in the United States, and now is facing a near doubling of the population - from 34 million to 58 million by 2040. In the face of such an overwhelming increase in the number of California residents, there has understandably been strong interest in exactly how the state can provide both the physical infrastructure and the social services to keep pace. - (p. 4).

BRINGING HOUSING INTO BALANCE: East Bay Jobs/Housing Report / Economic Development Alliance for Business -- Final report -- [Alameda, CA]: EDAB, 2001. "November 2001"

Also available full text via the World Wide Web:

<http://www.edab.org/study/EDAB%20Final%20Jobs%20Housing%20Report%2011-8-2001.pdf>

By any measure, the availability of housing has become a crisis throughout Alameda and Contra Costa Counties. Home ownership is out of reach for families of the median income. Vacancy rates among rental housing are as low as 2% in parts of the region. The 2000 Census data shows increases in the number of households in neighborhoods where there have been no appreciable increases in housing units. As workers employed in Alameda and Contra Costa Counties are forced by the costs of housing to move east to the Central Valley communities of Tracy, Manteca, and Stockton, commutes lengthen, traffic congestion increases, and air quality deteriorates. - (p. 1).

THE CHANGING COMMUTE: A case study of the jobs-housing relationship over time / Wachs, Martin; Taylor, Brian D. -- Carfax Publishing: London, UK, 1993.

May be purchased via the World Wide Web:

<http://www.tandf.co.uk/journals/carfax/00420980.html>

Urban Studies - Vol. 30, no. 10 (December 1993) p. 1711-1730

Summary: Commuting patterns between home and work were studied among 30,000 employees of Kaiser Permanente, a major health care provider in Southern California. The study tracked the differences between home and work location among employees over 6 years by analyzing employee records and responses to a survey of over 1,500 of the workers. It was found that work trip lengths had in general no growth over the 6 year period.

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CITIES, REGIONS AND THE DECLINE OF TRANSPORT COSTS / Glaeser, Edward L; Kohlhase, Janet E. -- Cambridge, MA: Harvard University - Harvard Institute of Economic Research (HIER), 2003.

(Harvard Institute of Economic Research Discussion paper no. 2014)

Paper includes bibliographical references.

Available full text via the World Wide Web:

<http://post.economics.harvard.edu/hier/2003papers/HIER2014.pdf>

Abstract: The theoretical framework of urban and regional economies is built on transportation costs for manufactured goods. But over the twentieth century, the costs of moving these goods have declined by over 90% in real terms, and there is little reason to doubt that this decline will continue. Moreover, technological change has eliminated the importance of fixed infrastructure transport (rail and water) that played a critical role in creating natural urban centres. In this article, we document this decline and explore several simple implications of a world where it is essentially free to move goods, but expensive to move people. We find empirical support for these implications.

COMMUTING IN TRANSIT VERSUS AUTOMOBILE NEIGHBORHOODS / Cervero, Robert; Gorham, Roger -- Chicago, IL: American Planning Association (APA), 1995.

Available for purchase at the World Wide Web:

<http://www.planning.org/japa/index.htm>

Journal of the American Planning Association – V. 61, no. 2, Spring 1995 (p. 210-225)

A comparison is made of the commuting characteristics of transit-oriented and auto-oriented suburban neighborhoods in the San Francisco Bay Area and in Southern California. Transit neighborhoods averaged higher densities and had more gridded street patterns compared to their nearby counterparts with auto-oriented physical designs. Neighborhoods were matched in terms of median incomes and, to the extent possible, transit service levels, to control for...

COMPARISON OF RENTS AT TRANSIT-BASED HOUSING PROJECTS IN NORTHERN CALIFORNIA / Bernick, Michael; Cervero, Robert; Menotti, Val -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1994.

(U.C. Berkeley Institute of Urban and Regional Development working paper; no. 624)

"September 1994"

Available for purchase via the World Wide Web:

http://www-iurd.ced.berkeley.edu/workingpapers_1990-1995.htm

Increasingly, transit-based housing is finding favor among planners, transit officials, and even local politicians in California (Bernick, 1993). But do many Californians want to live near rail transit stations? If major residential projects are built near transit stations, will developers be able to charge rents equal or above those of similar projects of similar projects not near transit? The purpose of this report is to begin to probe such questions.

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DISTINGUISHING CITY AND SUBURBAN MOVERS: Evidence from the American Housing Survey / Sanchez, Thomas W.; Dawkins, Casey J. – Washington, DC: Fannie Mae Foundation, 2001.

Available full text via the World Wide Web:

http://www.fanniemaefoundation.org/programs/hpd/pdf/HPD_1203_sanchez.pdf

Housing Policy Debate - Vol. 12, no. 3 (Fall 2001)

As many metropolitan areas continue to sprawl, it is of interest to understand the location choices of people who move within urban areas. This study explores similarities and differences among movers to central cities and suburban locations. It looks at reasons for relocating, demographic differences, and other factors. The authors find that life cycle and income are important: Households with higher incomes are more likely to move to the suburbs, while younger, single individuals may choose the city. Race was found to be irrelevant: Neither the race of the mover nor the racial composition of the central city relative to the suburbs distinguishes suburb-to-city or city-to-suburb movers. The results showed that some people may move from the suburbs to the central city for improved access to employment, but the authors indicate that other factors could play a role and they caution that more research is needed on this issue.

DOWNTURN AND RECOVERY: RESTORING PROSPERITY / Bay Area Council -- [San Francisco, CA]: Bay Area Council, 2004.

(Bay Area Economic Profile: January 2004: Fourth in a series)

Co-published by: Bay Area Economic Forum and Association of Bay Area Governments

Full report available full text via the World Wide Web:

http://www.bayeconfor.org/pdf/BAEP_January04.pdf

[This report] assesses the Bay Area's economy as it is emerging from its recent downturn, including both its sources of enduring strength and fundamental challenges and concerns regarding its future...The region's economy benefits from extraordinarily high levels of productivity, giving it a strong base for future growth and an important competitive edge over competing metropolitan areas...The vision, which emerged from a two-year public engagement process, provides for sufficient housing within the region to accommodate jobs growth over the next twenty years, in a manner that would optimize transportation infrastructure.

THE EFFECT OF STATE ECONOMIC DEVELOPMENT INCENTIVES ON EMPLOYMENT GROWTH OF ESTABLISHMENTS / Gabe, Todd M; Kraybill, David S -- Malden, MA: Blackwell Publishing, Inc. 2002.

Journal of Regional Science - Vol. 42, no. 4, 2002 (p.703-730)

Also available full text via the World Wide Web:

<http://www.agoregon.org/files/gabe%20and%20kraybill%20in%20jrs.pdf>

This paper examines the effects of state economic development incentives on the growth of 366 Ohio manufacturing and non-manufacturing establishments that launched major expansions between 1993 and 1995.

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EFFICIENT URBANIZATION: Economic performance and the shape of the metropolis / Cervero, Robert. -- Cambridge, MA: Lincoln Institute of Land Policy, 2000. (Lincoln Institute of Land Policy working paper; WP00RC1)

Also available for purchase via the World Wide Web:

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=88>

The influences of urban form and transportation infrastructure on economic performance show up in several contemporary policy debates, notably "sprawl versus compact city" and in the developing world, the future of mega-cities. This paper probes these relationships using two scales of analysis.

EMPLOYMENT ACCESS, RESIDENTIAL LOCATION AND HOMEOWNERSHIP /

Deng, Yongheng; Ross, Stephen L.; Wachter, Susan M -- Pittsburg, PA: Univ. of Pennsylvania - The Wharton School, Real Estate Center, [1999]

Available full text via the World Wide Web:

<http://knowledge.wharton.upenn.edu/PDFs/434.pdf>

Large racial differences in home ownership have been a source of considerable concern among policymakers because homeownership choice may influence wealth accumulation, labor market outcomes, and even children's educational outcomes. Racial differences in ownership rates may be affected by discrimination ... This spatial pattern of ownership may discourage prospective minority homeowners because central city neighborhoods may face greater equity risk or have negative attributes that limit the value of homeownership.

ENVIRONMENTAL JUSTICE IN TRANSPORTATION PLANNING AND

INVESTMENTS: Desk guide / ICF Consulting -- [Sacramento, CA]: CalTrans, 2003.

Report co-published by: Myra L. Frank & Associates.

"Prepared for California Department of Transportation, Division of Transportation Planning, Office of Policy Analysis & Research" -- Cover.

Includes glossary of transportation acronyms and terms and bibliography

Also available full text via the World Wide Web:

<http://www.dot.ca.gov/hq/tpp/offices/opar/EJDeskGuideJan03.pdf>

The quality and efficiency of transportation systems are important to a community's economic health. Transportation investments can provide access to jobs, create jobs directly, influence broader economic development, and affect property values. - (p. 3)

EXISTING CONDITIONS / Cambridge Systematics, Inc.; Calthorpe Associates -- Portland, OR: 1000 Friends of Oregon, 1991.

(Making the Land Use and Transportation Air Quality Connection (LUTRAQ), Vol. 2) "October 1991"

Summary: In general, existing commercial and industrial areas follow the major streets and highways in the county. Planned commercial and industrial development indicates a potential change in this pattern from a fine grain of employment-generating uses integrated within communities, to large single-use areas devoted exclusively to business or industrial parks. This could have significant implications for the viability of future transit service to the area. - (p. 4).

Contact: Housing Resource Center – CA Dept. of Housing & Community Dev. Library (Librarian – 916/322-9648)

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HOME OWNERSHIP AND UNEMPLOYMENT IN THE U.S. / Green, Richard K; Hendershott, Patric H / National Multi Housing Council -- [Washington, DC]: NMHC, 1999.

Includes bibliographical references

Also available full text via the World Wide Web:

<http://www.nmhc.org/Content/ServeFile.cfm?FileID=165>

Funding for this study was supplied by the National Multi Housing Council.

Abstract: The National Multi-Housing Council, a leading advocate for rental housing in the United States, has presented the results of a study that finds a direct correlation between unemployment and homeownership. Green and Hendershott conclude that homeownership seems to constrain labor mobility and thus leads to higher unemployment. This finding is relevant to those who believe homeownership must be the primary goal of the nation. Although this study relies primarily on American statistics for its conclusions, the implications of this study are relevant to both a Canadian and Western European context.

HOUSING PRICES AND THE LOCATION CHOICE OF FIRMS / Kroll, Cynthia A; Landis, John D -- Berkeley, CA: U.C. Berkeley - Institute of Business and Economic Research, 1991.

(Univ. of California, Berkeley - IBER; working paper no. 91-189)

Paper may be purchased via the World Wide Web:

<http://iber.berkeley.edu/wps/creuewp.htm>

"This working paper may not be cited or quoted in any publication without the express permission of the author."

IMPACTS OF URBAN FORM ON TRAVEL: A critical review / Crane, Randall -- Cambridge, MA: Lincoln Institute of Land Policy, 1999.

(Lincoln Institute of Land Policy working paper)

Includes bibliographical references

Also available full text via the World Wide Web:

http://www.sactaqc.org/resources/literature/landuse/urban_form_travel.htm

Abstract: What is the scope for using land use and urban design to reduce automobile travel? This paper reviews the recent literature on how the built environment may or may not influence travel behavior. It begins with a short summary of urban spatial theory and other conceptual frameworks explicitly linking urban structure to travel. This is followed by work that uses data on actual behavior to examine and then test several hypotheses. The paper summarizes these studies at the same time that it critically evaluates their data, methods, and conclusions. It concludes that while research on this important set of topics is improving in several respects, our current understanding of these relationships remains poor. The rational basis for using land use and urban design to change travel behavior thus appears limited.

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THE IMPORTANCE OF PLACE IN WELFARE REFORM: Common challenges for central cities and remote-rural areas / Fisher, Monica G.; Weber, Bruce A -- Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy. 2002. (Brookings Center, Research Brief; no. 1 - June 2002)

Also available full text via the World Wide Web:

<http://www.brookings.edu/dybdocroot/es/urban/publications/weberfull.pdf>

"Policymakers debating the reauthorization of the 1996 law could help states meet the common challenges facing welfare participants in cities and remote rural areas by: (a) preserving state flexibility in implementation to address the particular needs of urban and rural populations; (b) providing dedicated funding for transitional jobs programs that help long-term recipients acquire the basic skills to find and retain employment; (c) promoting better access to transportation options for low-income city and rural workers who are isolated from job opportunities" - (p. v).

INCREASING TRANSIT RIDERSHIP: Lessons from the most successful transit systems in the 1990s / Taylor, Brian, [et al.] -- San Jose, CA: Mineta Transportation Institute, 2002.

(MTI Report no. 01-22; June 2002)

Available full text (192 pages) via the World Wide Web:

<http://transweb.sjsu.edu/publications/transitridership2/TransitRidership%5F7%5F16.pdf>

Executive summary: This study examines trends in U.S. public transit ridership during the 1990s. Specifically, we focus on agencies that increased ridership during the latter half of the decade. While transit ridership increased by 13 percent nationwide between 1995 and 1999, not all systems experienced ridership growth equally. While some agencies increased ridership dramatically some did so only minimally and still others lost riders. What sets these agencies apart from one another? What explains the uneven growth in ridership? ... Through [a] multipronged approach, we identify factors both internal and external to transit systems that influence ridership growth. Internal factors are things like service levels, fares, and so on. External factors include job growth, traffic congestion, and the like. Although a wide array of factors clearly influence transit patronage, our analysis finds that the most significant factors influencing transit use are external to transit systems.

INCREASING TRANSIT RIDERSHIP AND THE EFFICIENCY OF LAND USE WHILE MAXIMIZING ECONOMIC POTENTIAL: Linking housing production and job growth in the San Francisco Bay Area / Association of Bay Area Governments (ABAG) -- Oakland, CA: ABAG, 1990.

(Association of Bay Area Governments working paper; 90-2)

"October 1990"

Available: [HT394.S25 I53 1990](#) -- U.C. Berkeley -- Environmental Design Library

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INTRAMETROPOLITAN LOCATIONAL PATTERNS OF PEOPLE AND JOBS: Which government interventions make a difference? / Bollinger, Christopher R.; Ihlanfeldt, Keith R -- Washington, DC: Lincoln Institute of Land Policy, 2000.

Funding for report: Brookings Institution and Lincoln Institute of Land Policy

Also available full text via the World Wide Web:

http://www.fsu.edu/~localgov/papers/archive/Bollinger_001.PDF

"Another policy objective is to create more job opportunities for less-skilled workers living in economically depressed neighborhoods. Both capital and labor subsidies have been tried. Our results confirm the findings of previous studies that property tax abatements (a capital subsidy) is a poor method of job creation. On the other hand, job tax credits (a labor subsidy) are effective in attracting manufacturing jobs, especially in the long run after firms have fully adjusted to agglomeration economies." - (p. iv).

JOB SPRAWL: Employment location in U.S. metropolitan areas / Glaeser, Edward L.; Kahn, Matthew; Chu, Chenghuan -- Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy, 2001.

(Brookings Institution Survey Series; May 2001)

Available full text via the World Wide Web:

<http://www.brook.edu/es/urban/publications/glaeserjobsprawl.pdf>

"People traditionally have lived close to one another to lower the costs of moving themselves, their goods, and their ideas. At the start of the last century, urban Americans lived and worked in city centers. Living and working at high densities enabled people to travel using only their feet and allowed firms to move goods using rail and water. As late as 1950, the typical city still had a high density core where most people worked, but a majority of these workers actually lived in the suburbs and commuted by car. As the costs of transport have fallen, people have been able to live-- and, increasingly, work-- a little less close to one another. The high-density walking city of 1900 has been replaced by the medium driving city of 2000." - (p. 1).

JOBS-HOUSING BALANCE / Weitz, Jerry / American Planning Association -- Chicago, IL: APA, 2003.

(APA Planning Advisory Service (PAS); no. 516)

Report includes bibliographical references.

Also available for purchase at the World Wide Web:

<http://www.planning.org/pas/reports.htm>

Summary: Some have argued that the market is the mechanism that will achieve such balance. Weitz, in his research of four types of jobs-housing imbalance, concludes that, in fact, the market has failed to achieve balance in three of the four jobs-housing balance scenarios he lays out. He provides a number of case studies to support his findings, including one from King County, Washington, showing that increases in housing costs are more gradual in areas with a jobs-housing balance. This report counters the skeptics and points to those actions planners can take to help bring appropriate housing, jobs, and workforces together, resulting in overall community improvements.

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JOBS-HOUSING BALANCE: Community choices: quality growth toolkit / Atlanta Regional Commission (ARC) -- [Atlanta, GA] ARC, [2002]
"October 1, 2002".

Guidebook includes bibliographical references.

Available full text via the World Wide Web:

http://www.atlreg.com/qualitygrowth/Planning/Toolkits/JOBS_HOUSING_BALANCE_TOOL.PDF

Trends show that people are driving more places at longer distances. Nationally, the number of vehicle trips between 1969 and 1990 increased more than three times as fast as the population, and average trip distance increased by 9 percent during the same period. Land use patterns – which have increased travel distances because of the separation of homes, jobs, and other destinations – accounted for approximately one-third of the increase in driving. – (p. 1).

JOBS/HOUSING BALANCE: The SCAG perspective / Southern California Association of Governments (SCAG) -- Los Angeles, CA: SCAG, 2001.

(Strategies for Solutions Brief series)

Presentation prepared for ULI/USC Lusk Center - Southern California Real Estate Summit Resources & Regulatory Constraints to Growth: Strategies for Solutions (Los Angeles, CA: Sept. 13, 2001)

Also available full text via the World Wide Web:

<http://www.usc.edu/schools/sppd/lusk/professional/summit/2001/pdf/jobshousing.pdf>

"The changes in both the population and the industrial make-up of the area have led to even greater complexity in the life choices that our people face -- multiple jobs or careers and more people and workers in families -- all of which, in turn, leads to increasingly complex choices about where to live and work. It is with these complexities in mind that SCAG has been addressing the issue of jobs/housing balance in the region." - (p. 3).

JOBS/HOUSING BALANCE: Strategies for California / Urban Land Institute -- Los Angeles, CA: ULI - Los Angeles, 2001.

(Strategies for Solutions Brief series)

Prepared for ULI's California Smart Growth Initiative

Presented at ULI/Lusk Center - Southern California Real Estate Summit Resources & Regulatory Constraints to Growth: Strategies for Solutions (Los Angeles, CA: Sept. 2001) – On cover.

Also available full text via the World Wide Web:

<http://www.usc.edu/schools/sppd/lusk/professional/summit/2001/pdf/jobshousingll.pdf>

"Jobs-housing balance exists when a substantial number of residents are employed locally (or within a sub-regional area) and when the skills and wages of workers match the variety and affordability of housing located nearby. Simply creating a certain number of homes and jobs in communities based on a numerical formula doesn't solve the problems associated with jobs-housing imbalance." - (p. 3).

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Article includes bibliographical references.

May be purchased via the World Wide Web:

<http://www.tandf.co.uk/journals/carfax/00420980.html>

Urban Studies - Vol. 34, no. 8 (July 1997) p. 1215-1235

This paper applies geographical information system (GIS) techniques and piecewise, non-linear model-spline functions to analyse empirically the relationship between the jobs-housing ratio and urban commuting patterns in terms of vehicle miles travelled (VMT) and trip length. A dynamic buffering process in GIS is developed to measure the jobs-housing ratio within floating catchment areas of a 5-7 mile (8.05-11.27 km) radius as opposed to pre-defined and arbitrary jurisdictional boundaries.

JOBS / HOUSING BALANCE AS PUBLIC POLICY / Cervero, Robert. / Urban Land Institute -- Washington, DC: ULI, 1991.

Urban Land - Vol. 50, no. 10 (October 1991) p. 10-14

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JOBS-HOUSING BALANCE REVISITED: Trends and impacts in the San Francisco Bay Area / Cervero, Robert -- [Chicago, IL]: APA, 1996.

Article includes bibliographical references.

May be purchased via the World Wide Web:

<http://pqasb.pqarchiver.com/planning/search.html>

Journal of the American Planning Association – V. 62, no. 4 (Autumn 1996) p. 492-511

Abstract: Regions in California have recently set jobs-housing balance targets, to relieve traffic congestion and improve air quality. Critics of such targets charge that many factors prevent people from living near their workplaces, and that market forces, left unobstructed, work to produce balance – that is, people and firms co-locate to reduce imbalances. Changes in the ratios of jobs to employed residents in 23 large San Francisco Bay Area cities during the 1980s.

KEEPING UP WITH THE JONESES: Radial vs. multide destination transit in decentralizing regions / Thompson, Gregory L.; Matoff, Thomas G. / American Planning Association -- [Chicago, IL]: APA, 2003.

Article includes bibliographical references.

Available for purchase via the World Wide Web:

<http://pqasb.pqarchiver.com/planning/search.html>

Journal of the American Planning Association – V. 69, no. 3 (Summer 2003) p. 296-312

Abstract: Increasingly dispersed travel patterns in contemporary American urban areas raise questions about appropriate policy for fixed-route public transit, particularly rail transit. Some argue that fixed transit routes should be radial, serving only regional central business districts and adjoining inner-city neighborhoods; others argue that fixed routes should be reconfigured as networks to serve many regional destinations. This article evaluates these two approaches with an examination.

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THE LINK BETWEEN GROWTH MANAGEMENT AND HOUSING AFFORDABILITY:

The academic evidence / Nelson, Chris; Pendall, Rolf; Knaap, Gerrit -- Washington, DC: Brookings Institution, 2002.

Report includes bibliographical references.

Available full text at the World Wide Web:

<http://www.brook.edu/dybdocroot/es/urban/publications/growthmang.pdf>

Abstract: Rising concerns about traffic congestion, loss of farmland, urban disinvestment, and the costs of public infrastructure have led an increasing number of state and local governments to adopt new policies to better manage metropolitan growth. Such programs often involve a package of tools such as zoning, comprehensive plans, subdivision regulations, development fees and exactions, and infrastructure investments and are sometimes described as growth controls, growth management, sustainable development, or smart growth...

LINKING LAND USE AND TRANSPORTATION: Models for ISTEA and Clean Air Act Implementation / Lincoln Institute of Land Policy -- Cambridge, MA: Lincoln Institute of Land Policy, 1993.

Co-published by: The American Planning Association

Report includes bibliographical references.

Also: HE206.2 .L564 1993 – U.C. Berkeley Environmental Design Library

LIVING ON THE TEETER-TOTTER: The balance between jobs & housing in King County / Washington Research Council -- Seattle, WA: Washington Research Council, 2000.

"December 29, 2000".

Also available full text via the World Wide Web:

<http://www.researchcouncil.org/Reports/2000/JobsHousing1/KingCoJobsHousingBal.pdf>

Introduction: The Growth Management Act seeks to channel development to urban areas and reduce sprawl. Most development is to be confined within an urban growth boundary. To accomplish this, the Act increased the powers & obligations of urban counties to regulate land use.

THE LONG JOURNEY TO WORK: A Federal transportation policy for working families / Blumenberg, Evelyn; Waller, Margy -- Washington, DC: Brookings Institution - Center on Urban & Metropolitan Policy, 2003.

(Brookings Institution Series on Transportation Reform; July 2003)

Also available full text via the World Wide Web:

http://www.brookings.edu/dybdocroot/es/urban/publications/20030801_Waller.pdf

"To work, low-income adults need to get to work. However, traveling to jobs is frequently easier said than done, particularly for those without access to fast, reliable transportation. In almost every city, automobiles remain the fastest and most reliable way to get around. Moreover, the continuing decentralization of population and employment has exacerbated the isolation of many low-income families who lack reliable auto access."

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MAKING WORK: A new study suggests that state and local tax incentives for existing businesses don't create new jobs / Fulton, William -- [Washington, DC] Congressional Quarterly, Inc., 2003

Article available full text via the World Wide Web:

<http://www.governing.com/articles/6econ.htm>

Governing - June 2003

"Gabe and Kraybill not only looked at the number of jobs actually created but also compared that with the number of jobs estimated at the time the business expansion was announced... in other words, the businesses taking state money announced much more ambitious plans to add workers but came in at about the same level as businesses that didn't take state money." - (p. [2]).

MARKET OPPORTUNITIES AND BARRIERS TO TRANSIT-BASED DEVELOPMENT IN CALIFORNIA / Bernick, Michael; Cervero, Robert; Gilbert, Jill -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1994.

(U.C. Berkeley Institute of Urban and Regional Development working paper; no. 621)

Includes bibliographical references

Available for purchase via the World Wide Web:

http://www-iurd.ced.berkeley.edu/workingpapers_1990-1995.htm

MISSING THE BUS: How states fail to connect economic development with public transit / Khan, Mafruza; LeRoy, Greg / Good Jobs First (Org.) -- [Washington, DC]: Good Jobs First, 2003.

Also available full text via the World Wide Web:

<http://www.goodjobsfirst.org/pdf/bus.pdf>

Good Jobs First released a 50-state study which finds that not one single state coordinates its economic development spending with public transportation. It also finds that 46 states fail to even collect data on subsidized corporate relocations and therefore cannot determine if their economic development incentives are undermining job access for low-wage workers. "Our findings are deeply troubling," said Greg LeRoy, executive director of Good Jobs First. "They suggest that states are not really serious about making sure their economic development programs benefit all people, including low-wage workers who cannot afford a car. They also suggest a wasteful lack of coordination between state development and transportation agencies."

A MOBILE STRATEGY FOR IMPROVING OPPORTUNITY / Hughes, Mark Alan -- Washington, DC: Fannie Mae Foundation, 1995.

Available full text at the World Wide Web:

http://www.fanniemae.foundation.org/programs/hpd/pdf/hpd_0601_hughes.pdf

Housing Policy Debate - Vol. 6, no. 1 (p. 271-297)

The three main strategies for confronting inner-city poverty are dispersal, development, and mobility. These strategies are discussed and compared, with particular emphasis on the mobility approach. The article argues that the mobility approach - which connects poor inner-city residents to suburban employment opportunities without changing the location of households or firms - is the most promising near-term strategy for combating urban poverty.

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MOVING UP VERSUS MOVING OUT: Neighborhood effects in housing mobility programs / de Souza Briggs, Xavier -- Washington, DC: Fannie Mae Foundation, 1997. Available full text at the World Wide Web:

http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd_0801_briggs.pdf

Housing Policy Debate - Vol. 8, no. 1 (p. 195-234)

Abstract: This article suggests ways to better design, conduct, and interpret evaluations of the effects of housing mobility programs on participants, with emphasis on how to isolate neighborhood effects. It reviews earlier critiques of neighborhood effects research and discusses the key assumptions of housing mobility programs about the benefits of affluent neighbors, the spatial organization of opportunity for the urban poor, and the meanings of "neighborhood" to residents, researchers, and policy makers.

THE NEW ECONOMY AND JOBS/HOUSING BALANCE IN SOUTHERN CALIFORNIA / Southern California Association of Governments (SCAG) -- Los Angeles, CA: SCAG, 2001.

Report includes bibliographical references.

Introduction available full text via the World Wide Web:

<http://www.scag.ca.gov/housing/jobhousing/reportpdfs/introduction.pdf>

"The information and recommendations in this paper are designed to spur debates on how to better balance jobs with housing in the region. It is also intended to assist sub regions in their respective planning efforts to address the issue of jobs/housing balance." - (p. 7).

PAYING FOR PROSPERITY: Impact fees and job growth / Nelson, Arthur C.; Moody, Mitch -- Washington, DC: Brookings Institution - Center on Urban & Metropolitan Policy, 2003.

Also available full text via the World Wide Web:

<http://www.brookings.edu/dybdocroot/es/urban/publications/nelsonimpactfees.pdf>

This report addresses the controversy around impact fees by reviewing the academic literature concerning the effect of impact fees on employment and the economy generally. In addition, the report presents a new analysis of the relationship between impact fees and job creations by assessing impact fee and economic data, assembled for the period 1993-1999, for the 67 counties of Florida. - (p. vi)

PROJECTIONS - 2003: Forecasts for the San Francisco Bay Area to the year 2030 / Association of Bay Area Governments (ABAG) -- Oakland, CA: ABAG, [2003]

Electronic database online version includes Census Tract forecasts for SF Bay Area.

Annual report includes: 1 CD-Rom disk - requires Adobe Acrobat Reader to view

May be purchased via the World Wide Web:

<http://data.abag.ca.gov/p2003/summary.htm>

The Association of Bay Area Governments (ABAG) has been producing a series of long-run economic-demographic forecasts since 1973. That series, known as Projections has gone through a number of changes. Over time, the forecast has become fairly standardized and has been produced every two years. The document includes data for local areas and counties in five-year increments. This year, ABAG is producing a forecast that doesn't look very different (with the exception of the cover), but is based on some very different assumptions, especially policy assumptions.

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RAIL-ORIENTED OFFICE DEVELOPMENT IN CALIFORNIA: How successful? /

Cervero, Robert -- [Westport, CT]: Eno Foundation for Transportation, 1994.

Article includes bibliographical references.

May be purchased via the World Wide Web:

http://www.enotrans.com/Publications/Transportation_Quarterly/transportation_quarterly.html

Transportation Quarterly - Vol. 48, no. 1 (Winter 1994) p. 33-44

Abstract: Examines public ridership impacts of large-scale office projects near stations of five rail transit in California. Key factors that influence the modal choices of station-area office workers; Effects of built environment such as density and land-use mixtures on rail modal splits; Mobility and environmental impacts of clustered housing development at transit stops.

RETHINKING ACCESSIBILITY AND JOBS-HOUSING BALANCE / Levine, Jonathan.

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Article includes bibliographical references.

May be purchased via the World Wide Web:

<http://pqasb.pqarchiver.com/planning/search.html>

Journal of the American Planning Association - V. 64, no. 2 (Spring 1998) p. 133-149

Through estimation of a discrete choice model of residential location, this study argues that commute time remains a dominant determinant of residential location at the regional scale, and that provision of affordable housing near employment concentrations can influence residential location decisions for low-to-moderate-income, single-worker households. However, the significance of jobs-housing balance is not in reducing congestion; even when successful, such policies will have little impact...

RIGHT HOME IN THE RIGHT PLACE AT THE RIGHT PRICE: California's regional and Statewide challenges of housing availability, jobs-housing balance, and housing costs and some options to meet them / DeGiere, Gregory / California,

Senate Office of Research. -- Sacramento, CA: Senate Publications, 1999.

(Senate Publications stock no.: 1001-S)

Report includes bibliographical references.

Available for purchase via the World Wide Web:

<http://www.sen.ca.gov/publications/subject/EMPLOY.txt>

Report on California's regional and statewide challenges of housing availability, jobs-housing balance and housing costs and some options to meet them. In this report, the Senate Office of Research, using data developed by the Senate Demographics Office, presents both original research and summaries of other recent studies detailing the nature and extent of the problems statewide and by region.

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SMART GROWTH: More than a ghost of urban policy past, less than a bold new horizon / Burchell, Robert W.; Listokin, David; Galley, Catherine C. -- Washington, DC: Fannie Mae Foundation, 2000.

Article includes bibliographical references.

Available full text via the World Wide Web:

http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd_1104_burchell.pdf

Housing Policy Debate - Vol. 11, no. 4 (p. 821-879)

Proponents of smart growth tout its more compact, less automobile-dependent development as a superior alternative to the prevailing pattern of sprawl. Admittedly, smart growth is characterized by the ghost of urban policy past, ranging from inner-area revitalization to growth management. Yet, smart growth incorporates leading-edge, contemporary components (e.g. encouraging multimodal transportation, strategically locating public employment), and its timing is propitious – as aging baby boomers, rising immigration, and other forces support core-area revitalization and other smart growth themes.

STATE POLICY APPROACHES TO PROMOTE METROPOLITAN ECONOMIC STRATEGY / Weiss, Marc A. -- National Governors Association - Center for Best Practices, 2002.

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<http://www.nga.org/cda/files/1002STATEPOLICYAPPROACHES.pdf>

[This report] is intended to provide Governors and state policymakers with an overview of what can make regional metropolitan economies grow. While appropriate metropolitan economic strategy must be determined by the agreement of local stakeholders, this report focuses on two key elements of any successful policy: investing in fundamental assets and building dynamic industry networks (clusters). In addition, this report discusses specific policy recommendations for linking inner cities to the region's growth.

STUCK IN TRAFFIC: Coping with peak-hour traffic congestion / Downs, Anthony -- Cambridge, MA: Lincoln Institute of Land Policy, 1992.

Includes bibliographical references and index

In this ... book, Anthony Downs looks at the causes of worsening traffic congestion, especially in suburban areas, and considers the possible remedies, while analyzing the specific advantages and disadvantages of every major strategy that has been proposed to reduce congestion.

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TOO MUCH OF A GOOD THING: Los Angeles now contains all the good, bad and the ugly of California in one place -- [London, UK]: Economist Newspaper Limited, 1990.

May be purchased via the World Wide Web:

<http://www.economist.com/research/>

The Economist - Vol. 317 no. 7676 California Survey - p.10-13 (10/13/90)

Abstract: Focuses on the city of Los Angeles where all the good, bad, and ugly of California are found in one place. Notion of being a laid back lifestyle is obsolete; government restrictions on life style; economic strengths; huge expansion; city government /Mayor Tom Bradley; water problems; air problems; traffic problems; balance between jobs and housing.

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"Fact sheet on Impact of Public Transportation Projects on Job Creation"

Also available via the World Wide Web:

<http://www.transact.org/library/factsheets/Transportation%20and%20Jobs.DOC>

Introduction: Transportation policy has a strong, positive relationship with job creation and access. The transportation system should support job creation and grant all people access to good jobs. Unlike past transportation decisions that have focused on short-term solutions and have ignored large sections of the population, modern transportation investments must expand opportunities and improve quality of life.

TRANSPORTATION MANAGEMENT THROUGH PARTNERSHIPS / Dunphy, Robert T.; Lin, Ben C. -- Washington, DC: Urban Land Institute, 1990.

Report includes bibliographical references and index.

Contents include: Case studies of Baltimore-Washington and Northern / Southern California and summaries of trip reduction ordinances.

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TRYING TO BALANCE JOBS AND HOUSING / Fulton, William; Shigley, Paul -- [Ventura, CA] 2000

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Reports on the issue of balancing jobs and affordability of housing in Silicon Valley, CA. Concerns raised by housing advocates and leaders; details on the increase of commerce and employment without construction; focus on inadequate housing; discussion on the median family income in different areas.

THE WAXING AND WANING OF REGIONAL ECONOMIES: The chicken-egg question of jobs versus people / Partridge, Mark D.; Rickman, Dan S. -- [London, UK]: Elsevier Publishing, 2002.

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[Journal of Urban Economics - Vol. 53 \(2003\) p. 76-97](#)

"A central question in urban and regional economies is whether people follow newly created jobs into regions or whether jobs follow newly arrived migrants... "-- (p. 76).

WORKFORCE HOUSING: Hometown crisis / Garretson, Con -- Marin, CA: Marin Independent Journal, 2002.

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WORKING FAR FROM HOME: Transportation and welfare reform in the ten big states / Waller, Margy; Hughes, Mark Alan -- Washington, DC: Progressive Policy Institute, 1999

Co-published by: Public/Private Ventures (Philadelphia, PA)

Also available full text via the World Wide Web:

http://www.ppionline.org/documents/far_from_home.pdf

Executive summary: "The blind spot is cars. In most cases, the shortest distance between a poor person and a job is along a line driven in a car. Prosperity in America has always been strongly related to *mobility* and poor people work hard for *access* to opportunities. For both the rural and inner-city poor, access means being able to reach the prosperous suburbs of our booming metropolitan economies, and mobility means having the private automobile necessary for the trip. The most important response to the policy challenge of job access for those leaving welfare is the continued expanded use of cars by low-income workers. Across the country, state and local decision makers are inventing new programs to do just that and devising new ways that public funds can help." – (p. 1)